CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: Lea Simvoulakis
Planning Division

FROM: Joe Dyke
Public Works

SUBJECT: **SEE BELOW**

DATE: 09/12/14

Approved VT

Date 9/12/14

SUBJECT: Samaritan Court Medical Center
PW NO. 3-02802 (PDC14-008)

We have completed the review of the traffic analysis for the subject project. The project consists of constructing a 69,250 s.f. medical office building and associated 3.5-story stand-alone parking structure on a vacant site. The proposed development is located at south side of Samaritan Court and is projected to add 208 a.m. peak hour trips and 346 p.m. peak hour trips.

ACCESS

Access to the site will be provided from Samaritan Court. A new traffic signal will be installed at the intersection of Samaritan Court and Samaritan Drive.

The project site would be served by two driveways along Samaritan Court. The southwest driveway at the end of Samaritan Court is a full-access driveway that would provide direct access to the proposed parking garage, loading area and drop-off area. For the purpose of the site access analysis, the northeast driveway on Samaritan Court was assumed to be an exit only driveway, since it would serve the drop-off area for the medical office building. Accordingly, the drop-off area should be labeled one-way and the driveway should be labeled exit only. Based on this site access configuration, all inbound and most outbound project traffic would access the project site via the full access driveway at the end of Samaritan Court.

ANALYSIS

Project traffic impacts and transportation level of service (LOS) have been calculated using Traffix, the City of San Jose and the Santa Clara County Congestion Management Program (CMP) approved software.

City of San Jose Methodology: Thirteen (13) signalized intersections were analyzed for the AM and PM peak commute hours using TRAFFIX and conforming to the City of San Jose Level-Of-Service (LOS) Policy impact criteria. The results indicate that the intersection of Union Avenue and Camden Avenue would operate at an unacceptable LOS E during the PM peak hour of traffic under background conditions and would continue to do so under background plus project conditions. However, measured against the City of San Jose level of service impact

criteria, the addition of the project traffic would not result in a significant impact at this intersection because the average critical delay would increase by less than four (4) seconds as a result of the project. Therefore none of the study intersections would be significantly impacted with the addition of the project traffic. The results of the analysis are summarized in the attached Table ES-1.

Santa Clara County CMP Methodology: Six (6) signalized intersections were analyzed for the AM and PM peak commute hours using TRAFFIX and conforming to the Congestion Management Program requirements. The results indicate that all of the intersections meet the CMP LOS standard. The results of the analysis are summarized in the attached Table ES-1.

Signal Warrant Studies:

Kinghurst Drive and Samaritan Drive: A peak hour signal warrant analysis was performed for the intersection of Kinghurst Drive and Samaritan Drive to determine if signalization currently is justified or would be warranted on the basis of background plus project peak hour traffic volumes. The analysis revealed that the signal warrant currently is not satisfied and would not be satisfied based on AM and PM background plus project traffic volumes. Even if in the future the northbound left-turn movement at the National Avenue/Samaritan Drive intersection were eliminated and all of those vehicles currently turning left from National Avenue onto Samaritan Drive would redistribute to Kinghurst Drive, the signal warrant still would not be met under those theoretical conditions.

Samaritan Court and Samaritan Drive: A peak hour signal warrant analysis (MUTCD 2010 Edition, Part 4, Warrant 3) also was performed for the intersection of Samaritan Court and Samaritan Drive to determine whether signalization currently is justified or would be justified with the addition of project generated traffic. The analysis revealed that while the signal warrant currently is not satisfied, it would be satisfied on the basis of project PM peak hour traffic volumes. The installation of this traffic signal will reduce the average delays for vehicles turning left from Samaritan Court onto Samaritan Drive, as well as provide a new location for pedestrians to safely cross the street. This new signal may also provide an additional break in traffic flow to allow vehicles to turn left from National Avenue onto Samarian Drive.

Freeway Analysis: Sixteen (16) freeway segments of State Route 17 and State Route 85 were analyzed for possible freeway impacts. The results of the analysis indicate the project would cause no significant impact on any of the sixteen study segments under the project conditions. The results of the analysis are summarized in the attached Table ES-2.

Project conditions:

a) Installation of a traffic signal at the intersection of Samaritan Drive and Samaritan Court.
b) Removal and replacement of the existing handicap ramps at the corners of Samaritan Court and Samaritan Drive to City Standard ADA compliant ramps.
c) Installation of a new receiving handicap ramp(s) on the north side of Samaritan Drive.

d) The on-site drop-off area should be labeled one-way and the southeasterly driveway should be labeled exit only.

RECOMMENDATION:

With the inclusion of the above conditions, the subject project will be in conformance with both the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and the Santa Clara County Congestion Management Program. Therefore, a determination for a negative declaration can be made with respect to traffic impacts.

If you have any questions, please call me or Keith Gaxiola at extension 56896.

Joe Dyke
Project Engineer
Development Services Division

JD:kg
C: Karen Mack
Zahi Khattab, DOT
Jessy Pu, Town of Los Gatos
Traffic Consultant

Table ES 1
Intersection Level of ServiceSummary

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec.)	Existing LOS	Existing + Project Avg. Delay (sec.)	Existing + Project LOS	Background Avg. Delay (sec.)	Background LOS	Background + Project Avg. Delay (sec.)	Background + Project LOS	Background + Project Incr. In Crit. Delay (sec.)	Background + Project Incr. In Crit. V/C	Future Avg. Delay (sec.)	Future LOS
1	Bascom Ave & Camden Ave *	AM	10/02/12	50.2	D	50.3	D	50.2	D	50.3	D	0.1	0.001	51.1	D
		PM	09/13/12	50.3	D	50.7	D	50.3	D	50.7	D	0.7	0.007	51.6	D
2	Bascom Ave & SR85 NB Ramps *	AM	10/02/12	19.8	B	20.2	C	20.3	C	20.7	C	0.4	0.012	20.8	C
		PM	09/13/12	21.6	C	21.9	C	21.5	C	21.8	C	0.6	0.015	21.9	C
3	Bascom Ave & SR85 SB Ramps *	AM	10/02/12	21.2	C	21.9	C	21.4	C	22.2	C	0.7	0.018	22.5	C
		PM	09/13/12	26.9	C	27.1	C	26.2	C	26.7	C	0.5	0.025	27.2	C
4	Bascom Ave & Samaritan Dr *	AM	10/02/12	39.5	D	41.4	D	39.9	D	42.5	D	2.5	0.035	44.0	D
		PM	09/06/12	37.6	D	41.4	D	39.2	D	45.5	D	9.4	0.077	48.0	D
5	SR85 SB Ramps & Samaritan Dr	AM	01/15/14	19.4	B	19.4	B	20.7	C	20.9	C	0.2	0.009	21.3	C
		PM	01/15/14	18.2	B	18.2	B	18.9	B	19.0	B	0.2	0.016	19.3	B
6	Union Ave & SR85 (S)	AM	01/15/14	21.7	C	21.8	C	23.0	C	23.1	C	0.2	0.012	23.3	C
		PM	01/15/14	21.8	C	21.8	C	22.2	C	22.3	C	0.1	0.009	22.5	C
7	Union Ave & SR85 (N)	AM	01/15/14	19.5	B	19.6	B	19.3	B	19.5	B	0.1	0.007	19.8	B
		PM	01/15/14	18.8	B	19.0	B	18.2	B	18.3	B	0.2	0.005	18.6	B
8	Union Ave & Camden Ave *	AM	10/02/13	52.1	D	52.2	D	53.9	D	53.9	D	0.0	0.001	54.8	D
		PM	09/13/12	58.9	E	59.3	E	60.1	E	60.4	E	0.5	0.005	62.7	E
13	Winchester Blvd & Lark Ave	AM	05/23/12	21.1	C	21.2	C	48.5	D	49.1	D	0.6	0.003	54.7	D
		PM	05/23/12	16.2	B	16.5	B	16.2	B	16.3	B	0.2	0.007	16.9	B
14	SR 17 SB Ramps & Lark Ave	AM	05/23/12	27.8	C	27.9	C	27.8	C	28.0	C	0.2	0.007	28.4	C
		PM	05/23/12	32.0	C	32.2	C	36.6	D	37.1	D	0.7	0.006	39.1	D
15	SR 17 NB Ramps & Lark Ave	AM	05/23/12	18.6	B	19.0	B	19.5	B	19.9	B	1.0	0.012	20.5	C
		PM	05/23/12	16.3	B	16.6	B	17.4	B	17.8	B	0.3	0.012	18.2	B
16	Los Gatos Blvd & Lark Ave *	AM	05/22/12	32.8	C	33.6	C	39.5	D	41.2	D	2.5	0.016	44.1	D
		PM	09/05/12	35.2	D	37.1	D	41.2	D	46.4	D	9.7	0.057	49.8	D
17	National Ave & Los Gatos-Almaden Rd	AM	01/16/14	17.7	B	17.9	B	16.5	B	16.7	B	0.4	0.004	16.8	B
		PM	01/16/14	8.5	A	9.1	A	8.2	A	8.8	A	0.9	0.009	8.8	A

Notes:
* Denotes CMP intersection

Table ES 2
Freeway Segment Level of Service Summary

					Existing Plus Project Trips												Project Trips						
					Mixed-Flow						HOV Lane							Mixed-Flow			HOV Lane		
Freeway	Segment		Direction	Peak Hour	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Impact?	Volume	% Capacity	Impact?
SR 17	Saratoga	to Lark Ave	NB	AM	40	2	4,400	4,177	52.2	E	--	--	--	--	--	--	17	17	0.4%	NO	0	--	NO
				PM	66	2	4,400	3,180	24.1	C	--	--	--	--	--	--	10	10	0.2%	NO	0	--	NO
SR 17	Lark Ave	to SR 85	NB	AM	64	2	4,400	4,233	33.1	D	--	--	--	--	--	--	3	3	0.1%	NO	0	--	NO
				PM	66	2	4,400	3,059	23.2	C	--	--	--	--	--	--	19	19	0.4%	NO	0	--	NO
SR 17	SR 85	to San Tomas / Camden	NB	AM	52	3	6,900	5,564	42.1	D	--	--	--	--	--	--	4	4	0.1%	NO	0	--	NO
				PM	66	3	6,900	3,984	20.1	C	--	--	--	--	--	--	24	24	0.3%	NO	0	--	NO
SR 17	San Tomas / Camden	to Hamilton	NB	AM	25	3	6,900	5,404	72.1	F	--	--	--	--	--	--	4	4	0.1%	NO	0	--	NO
				PM	66	3	6,900	4,184	21.1	C	--	--	--	--	--	--	24	24	0.3%	NO	0	--	NO
SR 85	Camden Ave	to Union Ave	NB	AM	22	2	4,400	3,456	78.5	F	35	1	1,650	2,039	58.3	F	25	16	0.4%	NO	9	0.6%	NO
				PM	65	2	4,400	3,784	29.1	D	70	1	1,650	562	8.0	A	16	14	0.3%	NO	2	0.1%	NO
SR 85	Union Ave	to S. Bascom Ave	NB	AM	19	2	4,400	3,242	85.3	F	21	1	1,650	1,686	80.3	F	18	12	0.3%	NO	6	0.4%	NO
				PM	66	2	4,400	3,054	23.1	C	70	1	1,650	422	6.0	A	16	14	0.3%	NO	2	0.1%	NO
SR 85	S. Bascom Ave	to SR 17	NB	AM	11	2	4,400	2,454	111.6	F	18	1	1,650	1,593	88.5	F	7	4	0.1%	NO	3	0.2%	NO
				PM	66	2	4,400	3,206	24.3	C	70	1	1,650	495	7.1	A	41	36	0.8%	NO	5	0.3%	NO
SR 85	SR 17	to Winchester Blvd	NB	AM	19	2	4,400	3,274	86.2	F	13	1	1,650	1,332	102.4	F	6	4	0.1%	NO	2	0.1%	NO
				PM	66	2	4,400	2,937	22.2	C	70	1	1,650	989	14.1	B	36	27	0.6%	NO	9	0.5%	NO
SR 17	Hamilton	to San Tomas / Camden	SB	AM	67	3	7,820	4,087	18.1	C	--	--	--	--	--	--	17	17	0.2%	NO	0	--	NO
				PM	66	3	7,820	5,180	23.1	C	--	--	--	--	--	--	10	10	0.1%	NO	0	--	NO
SR 17	San Tomas / Camden	to SR 85	SB	AM	66	3	6,900	3,977	20.1	C	--	--	--	--	--	--	17	17	0.2%	NO	0	--	NO
				PM	66	3	6,900	4,370	22.1	C	--	--	--	--	--	--	10	10	0.1%	NO	0	--	NO
SR 17	SR 85	to Lark Ave	SB	AM	66	2	4,400	2,793	21.2	C	--	--	--	--	--	--	13	13	0.3%	NO	0	--	NO
				PM	50	2	4,400	4,408	44.1	D	--	--	--	--	--	--	8	8	0.2%	NO	0	--	NO
SR 17	Lark Ave	to Saratoga	SB	AM	66	2	4,400	3,444	26.1	D	--	--	--	--	--	--	4	4	0.1%	NO	0	--	NO
				PM	41	2	4,400	4,214	51.4	E	--	--	--	--	--	--	24	24	0.5%	NO	0	--	NO
SR 85	Winchester Blvd	to SR 17	SB	AM	66	2	4,400	2,661	20.2	C	67	1	1,650	544	8.1	A	25	21	0.5%	NO	4	0.3%	NO
				PM	35	2	4,400	4,071	58.2	F	70	1	1,650	1,685	24.1	C	16	11	0.3%	NO	5	0.3%	NO
SR 85	SR 17	to S. Bascom Ave	SB	AM	67	2	4,400	1,522	12.2	B	67	1	1,650	476	7.1	A	28	22	0.5%	NO	6	0.4%	NO
				PM	18	2	4,400	3,181	88.4	F	70	1	1,650	2,037	29.1	D	18	11	0.2%	NO	7	0.4%	NO
SR 85	S. Bascom Ave	to Union Ave	SB	AM	66	2	4,400	3,177	24.1	C	67	1	1,650	471	7.0	A	8	7	0.2%	NO	1	0.1%	NO
				PM	14	2	4,400	2,815	100.5	F	70	1	1,650	2,252	32.2	D	27	15	0.3%	NO	12	0.7%	NO
SR 85	Union Ave	to Camden Ave	SB	AM	66	2	4,400	2,785	21.1	C	67	1	1,650	341	5.1	A	6	5	0.1%	NO	1	0.0%	NO
				PM	37	2	4,400	4,093	55.3	E	70	1	1,650	2,323	33.2	D	36	23	0.5%	NO	13	0.8%	NO

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.